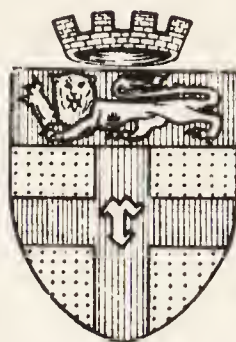


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CITY OF ROCHESTER



ANNUAL REPORT

of the

MEDICAL OFFICER OF HEALTH

of the

PORT OF ROCHESTER

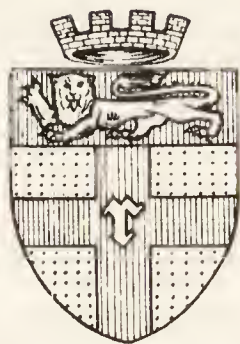
1965



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CITY OF ROCHESTER



ANNUAL REPORT
of the
MEDICAL OFFICER OF HEALTH
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PORT OF ROCHESTER

1965

MISSOURI TO 1812



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PORT OF ROCHESTER

ANNUAL REPORT OF THE PORT MEDICAL OFFICER FOR 1965

Members of the Port Health Committee 1965/66

Chairman - Councillor L.A.M. Owen. (Deputy Mayor)

Vice-Chairman - Councillor Mrs. P. Long

The Mayor Councillor S. Fry, J.P.

Alderman C.H.R. Skipper

Alderman W. Wilkinson, J.P.

Alderman J.D. May, J.P.

Councillor M.H. Cole

Councillor F. Corry

Councillor E.M. Griffin

Councillor L.E.D. Darley

Councillor H.J. Broughton

Councillor A. Towning

Councillor R.J.E. Norris

Councillor H.F. Martin

Councillor J.H.L. Morgan

Councillor Mrs. J.W.B. Esterson

Councillor N.A. Corry

THE UNIVERSITY OF CHICAGO

THE UNIVERSITY OF CHICAGO



AREA OF JURISDICTION

From Hawkwood (between Snodland and Aylesford) to Colemouth Creek, including all creeks, civilian docks and land up to the high water mark in the area between these two points - a distance of some 18 miles.

RIPARIAN AUTHORITIES WITHIN THE PORT OF ROCHESTER

Rochester Municipal Borough
Chatham Municipal Borough
Gillingham Municipal Borough
Malling Rural District
Strood Rural District
Swale Rural District

THE UNIVERSITY OF CHICAGO

PHYSICS DEPARTMENT
5300 S. DICKINSON AVE.
CHICAGO, ILL. 60637

RECEIVED 10/11/66

10/11/66

DESCRIPTION OF PORT AREA - ITS FACILITIES AND COMMERCE

The Port may be divided into 3 areas:

1. Above Rochester Bridge.
2. Rochester Bridge to Chatham.
3. Chatham to Colemouth Creek.

1. ABOVE ROCHESTER BRIDGE

Papermills exist at Snodland about 7 miles above the Bridge and here cargoes of china clay are discharged direct from coasting vessels.

2. ROCHESTER BRIDGE TO CHATHAM

This is the area of the main aggregation of shipping.

There are 14 wharves and moorings and 3 ship repair yards. 12 of the wharves together are capable of berthing 16 vessels, each vessel from 300 to 600 tons burden. One wharf berths colliers up to 4,000 tons and the remaining wharf deals principally with river craft and an occasional vessel of about 250 tons.

An additional deep water berth approximately 410 feet in length was completed in 1965. The wharf handles reeled paper although other cargoes are discharged. Storage facilities are extensive.

One shipyard deals almost exclusively with its own fleet of motor vessels of up to about 700 tons; the remaining two shipyards can handle on their slipways or grid irons, vessels from 600 to 1,000 tons.

With the exception of two wharves all the wharves dry out at low tide.

Eleven deep water berths are available at buoys out in the stream and can take vessels up to 450 feet long and 25 feet draft and about 8,000 tons. Such vessels discharge into lighters and barges.

Lighterage berths are also provided to accommodate 238 lighters.

CARGOES

Cargoes handled at wharves consist of General Cargoes carried by ships of the two regular twice weekly services operating between this Port and Rotterdam. Such cargoes are confined to Phoenix Wharf only, where transit sheds and bonded warehouses are available.

Regular cargoes of tomatoes, cucumbers and tinned fruits are received from the Canary Islands and Spanish ports. Cargoes are off loaded at Phoenix Wharf and delivered to the warehouses of Rapid Transhed Ltd., Fruit Shippers, at the rear of the wharf, and are distributed direct to wholesalers throughout the country.

On the rare occasions when frozen food is landed at Phoenix Wharf it is loaded into refrigerated vans immediately on discharge. Other foodstuffs landed are: tinned meats, tinned milk, various fresh citrus fruits, pears, lettuce, cabbage, glucoze, maize starch, pickles in casks, etc., etc.

Also landed are machinery, textiles, plants, bulbs and other non-edible commodities.

Transit sheds and warehousing facilities are also available at Barnets Wharf which can handle most cargoes although there is not a regular specified service to this wharf. Two wharves are used mainly for the export of scrap iron.

The other wharves usually handle cargoes not requiring storage in sheds or which can be loaded directly on to lorries such as coal, stone, timber, fertilizers, potatoes, onions, etc.

**3. CHATHAM TO
COLEMOUTH
CREEK**

Between Chatham and Colemouth Creek there is one small coal wharf, one sand and ballast wharf used principally by the smaller coasting or estuarial craft but, if necessary, capable of dealing with the average small vessel carrying onions or potatoes.

About 8 miles below Chatham is a pier for discharging oil tankers of up to 12,000 tons.

Port facilities at Otterham Quay, Rainham, are now well established for the loading and unloading of medium sized vessels. An additional length of wharfage of approximately 200 feet was completed in 1964. General cargo is handled and a Continental wine trade. Full Customs' facilities are provided.

At Grain a coastal jetty projects into the Rochester Port boundary and, by arrangement with the Port of London Health Authority, vessels berthing there are boarded by that Authority's inspector.

A new deep water jetty which projects into the River is under construction at Kingsnorth to accommodate the colliers serving the new Kingsnorth Power Station and, to accommodate the oil tankers which will also serve the Power Station, an additional jetty is being constructed at Oakham Ness.

I. STAFF.
TABLE A

Name of Officer	Nature of Appointment	Date of Appointment	Qualifications	Any Other Appointments Held
L. F. McWilliams, M.C.	Port Medical Officer.	17. 4. 1959	M. B. , B. Ch. , D. P. H.	Medical Officer of Health - City of Rochester; Borough of Chatham; Strood R. D. ; Medical Referee, Medway Crematorium.
R. G. Brennen	Deputy Port Medical Officer.	17. 3. 1952	M. B. , B. Ch. , D. P. H.	Deputy Medical Officer of Health - City of Rochester; Borough of Chatham; Strood R. D. ; Assistant County Medical Officer, Deputy Medical Referee, Medway Crematorium.
Lt. Cmdr. W. Jones M. B. E. , R. N.	Port Health Inspector	1. 1. 1963	C. S. I. E. J. B. , C. M. I.	
R. S. Lane	Part Time Deputy Port Health Inspector.	1. 1. 1961	C. S. I. E. J. B. , C. M. I.	Senior Public Health Inspector, City of Rochester.

Medical Officer of Health, 70, Maidstone Road, Rochester. Tel: Medway 46121.

II. AMOUNT OF SHIPPING ENTERING THE DISTRICT DURING THE YEAR:
TABLE B

Ships from	Number	Tonnage	Number Inspected		Number of ships reported as having, or having had during the voyage, infectious disease on board.
			By the Port Medical Officer	By the Port Health Inspector	
Foreign Ports	1, 099	510, 074	4	732	-
Coastwise	350	171, 886	-	236	-
Total	1, 449	681, 960	-	968	-

III. CHARACTER OF SHIPPING AND TRADE DURING THE YEAR.
TABLE C
(a) PASSENGER TRAFFIC.

Number of Passengers INWARDS) Only passenger traffic in Port is day trips during
Number of Passengers OUTWARDS) Summer to adjacent seaside resorts.

(b) CARGO TRAFFIC.

Principal IMPORTS - Agricultural and Horticultural Produce, various tinned foods, beers, wines, spirits, machinery, fertilizers, china clay, wood pulp, timber, oil, coal, maize starch, ballast, paper and plastics.

Principal EXPORTS - Cement, bitumen, diesel and gas oils and scrap iron.

(c) PRINCIPAL PORTS FROM WHICH SHIPS ARRIVE.

Foreign - Zaandam, Kooga Zaan, Rotterdam, Kotka, Kemi, Sandarne, Kragero, Maasluis, Sande, Monsteraas, Sundsvald, Hango, Frankfurt, Leixoes, Dunkirk, Boulogne, Hammina, Mannheim, Stettin, Bremen, Rhine Ports, Oulu, Helsinki, Dordrecht, Clarke City, Hamburg, Archangel, Groningen, Sandviken, Yacobstad, Gdansk, Puerto Miranda, Kalinnagrad, Las Palmas.

Coast - Plymouth, Par, Blyth, Hartlepool, Arbroath, Montrose, Newburgh, Goole, St. Valery, Charleston, Newlyn.

IV. INLAID BARGE TRAFFIC.

Not applicable to this Port.

V. WATER SUPPLY.

1. (a) FOR THE PORT.

This is supplied by the Medway Water Board.

(b) FOR SHIPPING.

The supply is from the same source as (a).

2. REPORT OF TESTS FOR CONTAMINATION.

43 samples of the Medway Water Board supply were taken for bacteriological examination, and all samples showed satisfactory results.

In addition, 32 samples of drinking water were taken from ship's tanks, 7 samples from Filling points and 16 samples from the Water boat.

Classification of results:

Water boat	14) 2	samples Class	{1 2
Filling points	7	samples Class	1
Ships tanks	20	samples Class	1
Ships "	8	samples Class	2
Ships "	1	sample Class	3
Ships "	3	samples Class	4

In all cases of Class 3 and 4, the ship's Master was informed of the contamination and arrangements made for fresh water tanks to be cleansed and super-chlorinated. Repeat samples were taken whenever possible.

3. PRECAUTIONS AGAINST CONTAMINATION OF HYDRANTS AND HOSEPIPES.

Hydrants from which ships are supplied are inspected from time to time. Those in use are in covered, self-drained pits and the hydrants are capped. Persons responsible for watering ships are warned against contaminating hose-pipes by allowing them to come in contact with river water. It is the usual practice to supply boiler water before filling drinking water tanks in order to ensure hoses being well flushed.

4. NUMBER AND SANITARY CONDITIONS OF WATER BOATS, AND POWERS OF CONTROL BY THE AUTHORITY.

There are two water boats operating on the river:

Robin II is a converted barge and was fitted out on the lines suggested by the Port Health Department. The water is carried in tanks capable of being lifted out of the boat.

Robin III was built at the Thames Drydock and Engineering Co. Ltd., Millwall. It has an overall length of 96 ft. 6 ins., Beam 19 ft. 0 ins. and draft 7 ft. 3 ins. Capacity 200 tons divided into four skin tanks. It supplies fresh water to all shipping in the river including Oil Tankers at Isle of Grain.

Bacteriological samples are taken at frequent intervals from the tanks and delivery hoses and inside tanks inspected. The owners by arrangement notify the Port Health Department when cleansing and cement washing of the tanks takes place, so that arrangements can be made for inspection and super-chlorination prior to use.

VI. PUBLIC HEALTH (SHIPS) REGULATIONS, 1952 TO 1963.

1. LIST OF INFECTED AREAS.

Before coming into the district of the Port of Rochester, vessels must first enter at Sheerness, which is within the area of the Port of London Authority. They, therefore, enter on a Port of London Declaration of Health which specifies the following countries as being "listed" for the purpose of the declaration:-

Ports in Asia, including Japan,
East Indies and Ceylon,
Africa, including Madagascar,
The Canary Islands and Cape Verde Islands,
Turkey, Black Sea, Azores,
South America, Central America,
Gulf of Mexico, West Indies.

Temporary additions to this list, owing to outbreaks in countries where "Convention" diseases are not endemic, are made known to the local Customs.

Vessels proceeding to Rochester, where full pratique has not been given at Sheerness, are allowed up on modified pratique and the Rochester Port Medical Officer is notified. The vessel is met on arrival by the Medical Officer, or his representative, and the vessel dealt with as circumstances require.

2. RADIO MESSAGES.

There is no arrangement for radio messages direct to Rochester. Such message would be directed to the Port of London Health Authority and would be passed on as requisite.

3. NOTIFICATIONS OTHERWISE THAN BY RADIO.

Where necessary, telephone messages are received from the Sheerness Boarding Station.

4. MOORING STATIONS.

The quarantine station is at Sheerness; other moorings are at Kethole Reach. The larger foreign trade ships discharge from six berths at buoys in the stream and can be isolated at these buoys if necessary. There are a number of berths in the stream for smaller ships.

5. ARRANGEMENTS FOR: -

(a) Hospital accommodation for infectious diseases (other than smallpox):

DISEASE	HOSPITAL
Typhus Fever	St. Ann's General Hospital, St. Ann's Road, Tottenham, N.15. Tel: Stamford Hill 0121.
Cholera) Yellow Fever) Plague)	Any local Infectious Disease Hospital. (or Emergency Bed Service.) Tel: Monarch 3000.
Others	Any local Infectious Disease Hospital.

(b) Surveillance and follow up of contacts:

- (i) On Ships - by the Port Health Inspector and
- (ii) On Shore - by the Public Health Department staff.

(c) Cleansing and disinfection of:

- (i) Ships - by the Port staff.
- (ii) Persons - by Rochester Health Department.
- (iii) Clothing etc. - by arrangement with the Chatham Health Department for steam disinfection.

VII. SMALLPOX.

1. Hospital to which smallpox cases are sent:

Long Reach Hospital, Dartford. Tel: Dartford 23231.

2. Transport of smallpox cases to hospital.

This is provided by the London County Council Ambulance Service. Tel: Waterloo 3311.

Application is made by telephone and written confirmation sent to the County Medical Officer, County Hall, London.

3. Consultants Available:

Dr. E.P.O. O'Sullivan)	
Dr. E.H. Brown)	River Hospitals, Joyce Green, Dartford.
Dr. C.S.L. Hill)	Tel: Dartford 23231.

4. Laboratory Diagnosis Facilities.

Specimens for laboratory diagnosis would be sent to the Virus Reference Laboratory, Colindale Avenue, Colindale, London, N.W.9.

VIII. VENEREAL DISEASE.

Sessions are held at the Special Clinic, 36, New Road, Rochester, on Mondays from 1.30 p.m. to 4.30 p.m. and on Thursdays from 10 a.m. to 1 p.m. and on other days by appointment.

Seamen, in general, are by now well aware of the international facilities for the treatment of venereal disease.

In-patient treatment is available at the Seamen's Hospital, Greenwich, S.E. 10.

IX. CASES OF NOTIFIABLE AND OTHER INFECTIOUS DISEASE ON SHIPS.

TABLE D

Category	Disease	Number of ships during the year		Number of Ships concerned
		Passengers	Crew	
Cases landed from ships from foreign ports ..	-	-	-	-
Cases which have occurred on ships from foreign ports but have been disposed of before arrival	-	-	-	-
Cases landed from other ships... ..	-	-	-	-

X. OBSERVATIONS ON THE OCCURRENCE OF MALARIA IN SHIPS.

The bulk of the shipping is from Scandinavian, Netherlands and French Ports and to a lesser extent from North American Ports. Tankers from Venezuela are loaded there at jetties extending well out into the sea, thus malarial carrying mosquitoes constitute little hazard to the crews, and there have been no cases aboard ships entering the Port of Rochester during the year.

XI. MEASURES TAKEN AGAINST SHIPS INFECTED WITH OR SUSPECTED FOR PLAGUE.

No infected or suspected vessels have arrived during the year.

XII. MEASURES AGAINST RODENTS IN SHIPS FROM FOREIGN PORTS.

(1) PROCEDURE FOR INSPECTION OF SHIPS FOR RATS.

Deratization or Deratization Exemption Certificates are examined as a routine and further course of action is determined as a result of such inspection. When inspecting crews' quarters, etc., a general inquiry is usually enough to discover the presence of rats on board, some seamen complain very readily if they know of rats on board the ship.

Cargo workers are a good source of information. The trade on which the vessel has been engaged since her last Deratization, or Deratization Exemption Certificate, was issued is an important factor in determining what further inspection should be carried out. Cargoes of wood pulp and pulp wood have little attraction for rats and vessels engaged constantly in this trade are not often infested; if rats are found they are generally confined to a peak or store room and are not distributed throughout the ship.

On the other hand a ship that has been employed for some time in carrying grain, or has carried out a long trip with such a cargo, merits further investigation, particularly if her Deratization Certificate is nearing its expiratory date. Such cargoes, at present, do not arrive in this Port but occasionally large vessels which have carried such cargoes arrive empty to load cement.

(2) BACTERIOLOGICAL OR PATHOLOGICAL EXAMINATION OF RODENTS.

There is no rodent operator permanently on Port work but, in cases when it is deemed necessary, the shore rodent operator is employed in order to obtain specimens of rats for bacteriological examination.

(3) DERATIZATION OF SHIPS.

For the issue of International Deratting Certificates an arrangement exists under Article 4 of the Port Health Regulations, 1933, whereby the local Port Health Inspector carries out the inspection and forwards the report to the London Port Health Authority for the issue of the certificate. If it should be necessary to derat a ship by fumigation, the firm employed would be that approved by the London Authority. In other cases of deratting, poisons, traps and sulphur are the methods in use.

Deratting Exemption Certificates are issued by the Port of Rochester. When inspecting a vessel for the issue of a certificate in accordance with Article 52 of the International Sanitary Regulations the inspection is carried out as required by the regulations governing the issue of such a certificate. The whole vessel from peaks, holds and engine room to chart and wireless rooms is inspected and report is made on harbourage, specifying the particular harbourage found in each compartment.

(4) RAT-PROOFING OF SHIPS.

There are no vessels, other than naval vessels, built in the Port and measures concerning rat-proofing are confined to dealing with existing rat-proofing which has suffered damage on board vessels in service and inspecting rat-proofing on the smaller vessels undergoing repair and refit in local repair yards.

TABLE E

RODENTS DESTROYED DURING THE YEAR IN SHIPS FROM FOREIGN PORTS.

Category	Number
Black rats	Nil
Brown rats	Nil
Species not known	Nil
Sent for examination	Nil
Infected with Plague	Nil

TABLE F

DERATting CERTIFICATES AND DERATting EXEMPTION CERTIFICATES ISSUED DURING THE YEAR FOR SHIPS FROM FOREIGN PORTS

No. of Deratting Certificates issued					No. of Deratting Exemption Certificates issued	Total Certificates Issued
After Fumigation with		After Trapping	After Poisoning	Total		
HCN	Other fumigant (state method)					
1	2	3	4	5	6	7
Nil	Nil	Nil	Nil	Nil	46	46

21 Deratting Exemption Certificates were also issued to British coastwise vessels making occasional trips to Continental Ports.

XIII. INSPECTION OF SHIPS FOR NUISANCES.

TABLE G

INSPECTIONS AND NOTICES

Nature and number of Inspections	Notices served		Results of Notices
	Statutory Notices	Other Notices	
British Vessels 236	Nil	60	57 complied
Foreign Vessels 732	Nil	14	14 complied
River Craft 44	Nil	6	6 complied

XIV. PUBLIC HEALTH (SHELLFISH) REGULATIONS, 1934.

Collection of mussels, cockles, and oysters is controlled by the Medway Shellfish Regulations, 1934, which require them to be relaid in approved waters or passed through a cleansing plant.

Mussels are not gathered owing to the expense involved in cleansing or re-laying. No oysters and cockles exist in numbers sufficient to be a commercial proposition.

The local supply of oysters and mussels is Billingsgate Market. No shellfish are imported from Overseas or British Ports.

XV. MEDICAL INSPECTION OF ALIENS.

Rochester is not an approved Port for the landing of aliens.

XVI. MISCELLANEOUS.**ARRANGEMENTS FOR THE BURIAL ON SHORE OF PERSONS WHO HAVE DIED ON BOARDSHIP FROM AN INFECTIOUS DISEASE.**

Any necessary precautionary measures are taken by the Port Medical Officer after which burial would take place at one of the shore cemeteries or, if considered desirable, at the Medway Crematorium. Arrangements for the actual burial would, in the majority of cases, be made by the Shipping agents. Under very exceptional circumstances burial would be arranged by the local Authority under the provisions of the National Assistance Act, 1948, Section 50.

Rivers (Prevention of Pollution) Act, 1951.**Clean Rivers (Estuaries and Tidal Waters) Act, 1960.**

The responsible Body under the above Acts is the Kent River Authority and with the assistance of the Rochester Port Health Department 108 samples of River Water were taken for Chemical Analysis and 192 for Dissolved Oxygen percentage saturation.

By the courtesy of the River Authority's Chief Inspector I quote the following extract from his report on the surveys carried out during the year.

"I have compared this year's figures for dissolved oxygen and biochemical oxygen demand with those for the year 1960 as compared with the figures of the 4th September, 1964, where the years 1964 and 1959 were contrasted. The improvement shown when compared with the difference between the five year gap (1960-65) and the five year gap (1959-64) is less marked for the most recent 5 year period and obviously this will continue to be the case as the year by year improvement of the estuary continues, this being an example of the "Law of Diminishing Returns", nevertheless a significant step forward towards improvement is indicated by the comparison given on the attached sheet.

"There is only a slight variation amongst the biochemical oxygen demand figures when comparing the years 1959 and 1960 with the years 1964 and 1965, this probably reflecting the fact that there is only a slight change in the pollution load discharging to the river in the Rochester downstream section of the river.

"So far as the dissolved oxygen is concerned, you will see that there have been slight improvements of the order of 5% both in the 1960 figures as compared with those for 1959 and also the 1965 figures compared with those for 1964. When looking at this year's schedule the minimum dissolved oxygen percentage saturation column shows the most improvement.

"When comparing free and saline ammonia figures for this period there is only a slight variation with a very slight increase.

"Dissolved oxygen as low as 30% saturation can be regarded as a critical level, and when one examines the percentage of samples which fall below this level for the year ended March, 1960, and the present year, which ended on the 31st March, 1965, it is evident that, whereas 15.5% of the samples fell below this figure in 1960, during the current year only 10.5% fell into this category. You will appreciate that the quality of the river water cannot be regarded as satisfactory until at all times the dissolved oxygen is maintained at, say, a 60% level. You will see there is a drastic reduction in the number of samples which have been taken in the critical zone (30% or less) in the past year and the year ended 31st March, 1960, as compared with the year ending 31st March, 1964 and 1959, respectively.

"A similar progression for the years 1960 to 1965 can be seen at each of the sampling points below Rochester Bridge as far downstream as Gillingham Strand, and on the attached sheet I have listed the biochemical oxygen demand, average dissolved oxygen percentage saturation, minimum dissolved oxygen percentage saturation and the free and saline ammonia, for the sampling points Rochester Bridge to Gillingham Strand.

"In general terms, there has been approximately a 20% reduction in the biochemical oxygen demand of the water at Rochester Bridge, a 5% increase in the saturation, and a 10% rise in the minimum percentage of dissolved oxygen present over the 5 year period, and for sampling points Gashouse Point, Sun Pier, T. S. Arethusa and Gillingham Strand, the improvement has been at least equivalent, though in some cases two-fold.

"Although these results are encouraging, the present position cannot yet be regarded as a satisfactory end, particularly so if the flow of fresh water into the head of the estuary is reduced in future years by abstractions to meet the increasing demands for water, which may well be the case."

RESULTS OF SURVEYS

COMPARISON OF RESULTS YEAR ENDING 31st MARCH, 1960 WITH THOSE OF YEAR ENDING 31st MARCH, 1965. LOW TIDE: ROCHESTER BRIDGE - BERRY WIGGINS JETTY.

SAMPLING POINTS	BIOCHEMICAL OXYGEN DEMAND P.P.M.	AVERAGE DISSOLVED OXYGEN % SATURATION	MINIMUM DISSOLVED OXYGEN % SATURATION	FREE & SALINE AMMONIA
Rochester Bridge - Low Tide				
Year ended 31.3.60	4.1	42	9	0.45
Year ended 31.3.65	3.3	47	18.5	0.5
Gashouse Point - Low Tide				
Year ended 31.3.60	2.4	47	11	0.41
Year ended 31.3.65	2.7	49	18	0.5

RESULTS OF SURVEYS (Continued)

SAMPLING POINTS	BIOCHEMICAL OXYGEN DEMAND p.p.m.	AVERAGE DISSOLVED OXYGEN % SATURATION	MINIMUM DISSOLVED OXYGEN % SATURATION	FREE & SALINE AMMONIA
Sun Pier, Chatham - Low Tide				
Year ended 31.3.60	2.1	50	15	0.39
Year ended 31.3.65	2.3	56	29	0.42
T.S. Arethusa - Low Tide				
Year ended 31.3.60	1.8	58	30	0.37
Year ended 31.3.65	1.9	67	50	0.39
Gillingham Strand - Low Tide				
Year ended 31.3.60	1.5	67	53	0.3
Year ended 31.3.65	2.0	76	58	0.35

PERCENTAGE FALLING BELOW 30%	HIGH TIDE (ALL POSITIONS)	LOW TIDE (ROCHESTER)
Year ended 31.3.60	15.5%	32%
Year ended 31.3.65	10.5%	29%

CASES OF SICKNESS ON BOARD VESSELS ARRIVING IN THE PORT.

Venereal Disease	3	Contusion of knees	1
Varicella	1	Influenza	5
Bruised Ribs	1	Cystitis	1

FOOD INSPECTION.

Of the 1,301 cargoes entering the Port 240 were entirely foodstuffs viz:-

Flour	3	Onions	5
Fresh Vegetables	84	Oranges	2
Maize Starch	116	Potatoes	11
Tinned Fruit	7	Tomatoes	12

In addition there were 207 General cargoes containing varying quantities of the following foodstuffs in addition to non-edible cargo:-

Chicken	)	Fresh Vegetables	Westphalian Cerelat
Fruit	)	Quick Frozen Vegetables	Filleted Jellied Eels
Luncheon Meat	)	Cheese	Confectionery
Ham	)	Fruit	Tomato Puree
Milk	)	Honey	Pork Loins
Tongue	)	Jam	Pork Shoulders
Beer	)	Pickled Gherkins	Tinned Duck

Kidneys	Tinned	Preserves	Beef Lungs
Butter		Wine	Lamb Lungs
Champagne		Paprika	Tender Loins
Chocolate		Frozen Hen Eggs	Smoked Eels
Shell Eggs		German Salami	Ox Kidneys
Dehydrated Vegetables		Westphalian Nut Ham	

Food condemned and destroyed:-

11 tons 17 cwts. Onions	...	...	...	...	...	...	Mouldy and damaged.
16 x 10 lb. tins Apricot Pulp in Water	...	...	...	...	...	...	Rusty, blown and damaged containers.
5 x 10 lb. tins Peaches in Water	...	...	...	...	...	...	Rusty, blown and damaged containers.
136 x 10 lb. tins Peaches in Water	...	...	...	...	...	...	Blown, leaking and damaged containers.
3 x 2 lb. tins Peaches in Water	...	...	...	...	...	...	Blown and leaking.
55 x 10 lb. tins Apricots in Water	...	...	...	...	...	...	Rusty, blown and damaged containers.
88 x 10 lb. tins Cherries in Water	...	...	...	...	...	...	Rusty, blown and damaged containers.
7 x 4 lb. tins Pork Luncheon Meat	...	...	...	...	...	...	Damaged and blown containers.
1 x 11 lb. tin Shoulder Ham	...	...	...	...	...	...	Damaged container.
2 x 6 lb. tins Ox Tongue	...	...	...	...	...	...	Damaged containers.
2 x 2 lb. tins Celery Hearts	...	...	...	...	...	...	Damaged containers.
1 x 7 oz. tin Blackberries	...	...	...	...	...	...	Damaged container.
1 x 7 oz. tin Luncheon Meat	...	...	...	...	...	...	Damaged container.
1 x 1 pt. tin Evaporated Milk	...	...	...	...	...	...	Damaged container.
4 x 7 oz. tins Pork Kidneys	...	...	...	...	...	...	Damaged containers.
1 x 5 lb. tin Culrose Ham	...	...	...	...	...	...	Damaged container.
124 x 10 lb. tins Fruits various in water	...	...	...	...	...	...	Damaged containers.
30 x 10 lb. tins Fruit (various)	...	...	...	...	...	...	Blown and leaking.

Imported foodstuffs sampled for chemical analysis to detect the possible presence of preservative, metallic content or presence of harmful sprays:

Hungarian Sliced Cucumber	Pricerite unsweetened Evaporated Milk
Cazan Sliced Peaches	White Burgundy
Apricot Pulp in Water	Ready Mixed Dairy Ice-Cream Powder
Peach Quarters in Water	Tomatoes
Ravioli in Tomato Sauce	Morello Cherry Jam
Frankfurter Sausage in Brine	Peach Jam
Liver Pate with Selected Herbs	Familia Swiss Baby Food
Liver Sausage	Tomato Paste
Smoked Meat Spread	Chopped Braised Pork Kidneys
Calves Liver Pate	Melons
Cervelatwurst	Ye Olde Oak Lard
Bayerische Bierwurst	Dutch Frozen Hen Egg Whole
Diced Chicken Fillets in Jelly	Crystallised glazed Fruits
Canned Tomatoes	Pammelone Cake
Polenta Posuella	Chocolate Covered Nougat
Spaghetti Sauce with Meat	Strawberry Pulp
Krafts Pork Luncheon Meat	Greengages in Syrup
Corn on the Cob	Smoked Salmon
Cooked Hams	Lard
Ye Olde Oak Ox Tongue	Blackcurrants in Syrup
Baby Carrots	Brussel Sprouts

Blackberries in Syrup
Parmisan Cheese
Cocktail Sausages
Eckes Grape Juice
Smoked Eel Fillets

Raspberries in Syrup
Chocolate Mix
Pilsner Beer
Alaska Brand Milk

Strawberry Pulp. The sample contained Sulphite preservative to the extent of 3000 p.p.m. which is the maximum permitted in such an article.

Samples submitted for bacteriological examination:

Powdered Dairy Ice-Cream Mix.
Dutch Frozen Hen Egg Whole.

All samples were satisfactory.

Dark Smoke (Permitted Periods) (Vessels) Regulations, 1958.

Verbal notice regarding the emission of dark smoke was given to the Masters of 22 ships.

Vaccination.

10 members of crews were re-vaccinated as their International Certificates were out of date.

Mosquito Control.

Anti-mosquito measures have continued to be carried out on the local marshes under the direction of the Port Health Inspector. Intensive spraying throughout the season has now been discontinued. Control is effected for the most part, by searching for the breeding places and concentrating on an initial heavy spraying with larvicide. After further inspection of the breeding areas control is maintained by anti mosquito capsules. Each capsule gives a satisfactory coverage of approximately 750 sq. ft. and also the additional advantage that otherwise inaccessible areas can also be treated.

Breeding is thus controlled until flooding of the areas by abnormally high tides occurs, when the treatment is repeated. The results of the new anti-mosquito measures which commenced in the Spring of 1965 have proved satisfactory in controlling the nuisance factor of mosquitos in areas where it affects habitation, but owing to the vast potential breeding places on the inaccessible parts of the marshes in the lower reaches of the estuary, it is practically impossible to completely eliminate the the nuisance.

Houseboats.

The law with regard to houseboats is contained in Section 267 of the Public Health Act, 1936, the effect of which is that a vessel lying in any inland or coastal waters is subject to the jurisdiction of the Port Health Authority of that district.

Section 267 applies Parts III, V, VI and XII of the act to houseboats and also the provisions of Part II relating to filthy or verminous premises or articles and verminous persons.

The provisions of the Housing Act do not apply to houseboats. Power of entry is therefore confined to dealing with actual nuisances, cleanliness, and the prevention of infectious disease. In the absence of a legal standard regarding permitted number of occupants; number of living and sleeping rooms with cubic capacity of each; type of sanitary convenience; provision of light, natural and artificial; means of ventilation; supply of drinking water; arrangements for cooking and

storage of food; the disposal of sewage and other refuse, it is difficult to apply the principles of the Housing Act when there are so many diverse classifications of boats. A large percentage of the boats are designed as pleasure craft for use in the summer months when cramped quarters, difficult conditions and improvisation is the accepted standard. Some of the boats after a period of years, deteriorate and are no longer capable or safe for sea-going conditions, and eventually become permanently moored in the rivers and estuaries near the towns, these become permanent living quarters. In the absence of registration it is difficult to ascertain which boats are sea-going and those which are permanently moored.

Recent inspections have shown that the number of houseboats on the River Medway is increasing. The majority of the craft are lying on the foreshore and are approached through land and premises owned or rented by Cruising Clubs, or boatyards which augment their business by letting moorings or berths to these crafts. Others berth on the foreshore and wharves, or easily accessible points where no amenities are provided and adequate supervision difficult to maintain. Houseboats include all kinds of craft including MFVs, MTBs barges with no motor power and other smaller sailing craft and the occupants are there by choice. The majority are well appointed and provide good roomy accommodation, but there are a number which are unfit for permanent living accommodation.

For those boats moored at permanent sites water is supplied by mains and in most cases is fed by hosepipe to storage tanks on board. Artificial lighting may also be provided by main supply. All boats have either Marine type flushing W.C's or elsan closets and sewage is discharged direct to the river. At low water sewage is discharged on to the mud and is dependant on good tidal scour to remove discharges. Refuse disposal in many cases is direct into the river. It is not customary to visit and inspect houseboats as a routine but only when complaints or housing applications have been received.

L. F. McWILLIAMS,

Port Medical Officer.

SHIPPING ARRIVALS

ROCHESTER PORT HEALTH AUTHORITY

